

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. The Central Directorate of Basin Routes (Tsentralkoye Upravleniye Basseynovykh Putey) was a central directorate (TsUpr) of the Ministry of the River Fleet, subordinate to the MRF minister through the fleet's Deputy Minister for General Administration. The basin route directorate employed 25-30 people, 10 of whom were engineers. The main activity of this directorate consisted in planning and organizing the maintenance of river communication routes. This was done in the following way. The Central Directorate of Basin Routes each year determined dredging necessary for each basin. Funds for this work were then requested from the Planning and Economic Section of MRF, and when received were eventually assigned to the local field agencies of the Central Directorate of Basin Routes (located in appropriate places along the river routes). Since the dredging was for the benefit of the river steamship companies using the river basins, all expenses connected with this work were charged to them. The steamship companies, in turn, paid for this work out of their operational funds. Dredging done beyond the routine annual maintenance of river routes, however, was charged to the MRF state budget.

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2. The Central Directorate of Basin Routes contained the following sections:

- a. Planning-Industrial Section. This section had six-seven employees, all of whom were engineers. This section was responsible for:
 - (1) Production plans and their financing.
 - (2) Operation statistics. The section collected from the regional administrations of these routes all data connected with the maintenance of basins routes and prepared charts from this information. These charts were forwarded to the Planning and Economic Department of MRF.
- b. Technical Section. This section employed six engineers and was responsible for:
 - (1) The dredging fleet and its technical condition.
 - (2) The planning and accountability of fuel, lubricants, and grease used by the dredging fleet.
 - (3) Maintenance of, and repair work on, the dredging fleet.
- c. Designing Section. This section was responsible for:
 - (1) Preparation of all designs and blueprints for planned dredging works.
 - (2) Designing of buoys, beacons, signs, and markings on canal routes.
 - (3) Preparation of designs and blueprints for repair of dredgers and the basin routes fleet.
- d. Technical Supply Section. This section was responsible for:
 - (1) Planning of necessary technical supplies and materials for the dredging fleet.
 - (2) Preparation of overall requests for technical dredging supplies. Such requests were eventually forwarded to the MRF Central Directorate of Material-Technical Supply.
 - (3) Preparation of charts showing the distribution of supplies to individual basin route directorates.
 - (4) Supervision of the proper utilization of allocated technical supplies. An additional, although a quite important, task of this section was to guard against the hoarding of technical supplies by field agencies. This was a normal and widespread practice and was caused by the tremendous difficulty of obtaining technical supplies at the time when they were needed. This caused the agencies to hoard supplies so as to have them on hand in case of emergency.
- e. Accounting Section. This section was responsible for the preparation of financial requests and the distribution of credit to those subordinate agencies whose requests had been authorized. Another task was the control of finance of subordinate agencies.

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- f. Wage and Personnel Section. This section maintained the main file of personnel employed by all directorates of basin routes. It was also responsible for the hiring and firing of personnel, payment of wages, and bonuses and promotions. It prepared and published working norms for workers. The most important task, however, seemed to be the promotion of the Stakhanov system among the employees of the basin route directorates.

3. [redacted] basin routes directorates. 25X1
- a. In the Volga-Kama Basin:

- (1) Directorates of the Volga Basin Routes. This directorate was located in Gor'kiy. Its equipment consisted of 15-20 dredgers (some of which were hydraulic), 40 tugboats, and 50 barges. The main dredging activity of this directorate was in the Kuybyshev region at the place referred to as Kuybyshevskaya Guba (where the Volga River changes its course from west-east to east-west); north of Stalingrad; and around Astrakhan'. Dredging in the Kuybyshev and Stalingrad regions was done mainly for the benefit of huge electro-power plants which were under construction there. Another quite important task of this directorate was placing and maintaining buoys and beacons on the Volga River.
- (2) Directorate of the Kama Basin Routes, which was located in Molotov. The directorate's equipment consisted of eight dredgers (an unknown number of them were hydraulic), 25 tugboats, and 40 barges. The main work of this directorate was done in Kama ports and on the piers there, as well as on the maintenance of buoys and beacons in the Kama canal.
- (3) Directorate of Moscow-Oka Basin Routes, located in Moscow. Its equipment consisted of 8 to 10 dredgers, five hydraulic dredgers, 30 tugboats, and 60 barges. The main dredging activities of this directorate were on the Oka River.
- (4) Directorate of Moscow Canal Basin Routes. The major activity of this directorate was the maintenance of canals used by several hydroelectric power plants located on these canals.

- b. In the Southern Basins:

- (1) [redacted] the following directorates 25X1
were located in these basins: Directorate of Dnepr Basin Routes, in Kiev; Directorate of Don Basin Routes, in Rostov/Don; Directorate of Upper Dnepr Basin Routes, in Gomel' (?); Directorate of Baltic Basin Routes, in Kaunas(?).

- c. In the Northern Basins:

- (1) These were as follows: Directorate of Northern Basin Routes, in Arkhangelsk; Directorate of North-Western Basin Routes, in Leningrad; Directorate of Belomor-Baltic Canal Basin Routes, in Belomorsk or Povenets.

- d. In the Eastern Basins:

- (1) [redacted] directorates located there: Directorate of Irtysh 25X1
Basin Routes; Directorate of Yenisey Basin Routes; Directorate of East Siberian Basin Routes; Directorate of Ob' Basin Routes; Directorate of Lena Basin Routes; Directorate of Amur Basin Routes. [redacted] 25X1

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4. All the above-mentioned (See paragraph 3) regional directorates were responsible for:

- a. Plans and organization of dredging of navigable rivers in order to insure sufficient energy for operation of present hydroelectric power plants. Expenses for such work were borne by the respective owners (kolkhozy, sovkhozy, industrial installations, or state) of these plants.
- b. Designs and plans for the construction of ports and piers in the basins.

- c. Plans and organization of construction of new hydroelectric power plants, and other basins of interest in the basins.

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- c. Preparation of maps which determined the proper placement for buoys, beacons, and other types of signals and markings in the canals.
5. Dredges used on USSR rivers were normally shallow and of the wooden-hulled type. Due to the rocky character of the river beds in eastern and northern USSR, no hydraulic dredges were used in these regions. On smaller and less important rivers, dredgers were not self-propelled but were towed by tugboats.

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